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THE  
RAILWAY HAND BOOK,  
OR THE  
TRAVELLERS DESCRIPTIVE GUIDE

AND

*Companion*

TO THE

BLISWORTH, NORTHAMPTON, & PETERBORO'  
RAILWAY.

By F. H. MAIR.

LONDON:

SIMPKIN, MARSHALL AND CO.,

STATIONERS' HALL COURT:

T. FROST, 49, MARSHALL STREET, DODDER SQUARE.

1845.

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1, PRINCE, W. MARSHALL STREET, GOLDEN SQUARE

1896.

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h7

LONDON :  
PRINTED BY T. FROST,  
45, MARSHALL STREET, GOLDEN SQUARE.

## DEDICATION.

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THIS book is distributed to the world with deference by the author; trusting the traveller may find in a perusal of its pages a key to the fitting scenes of natural beauty and archæological interest with which the rich valley of the Nene abounds; and that he will not, after riding through it upon the "wings of the whirlwind," be compelled to say, "the whole distance from Dan to Beersheba is barren." In depicting the several objects of interest throughout this line, the writer has endeavoured to be explanatory without being diffuse; and trusts he has succeeded in pointing out to the tourist everything that may draw his attention, or be worthy his observation; so that whilst he "runs he

may read, learn, mark, and inwardly digest" the beauties of nature and of art. Being published at a price that brings it within the circumstances of the public, the author respectfully solicits the public to be generous; and to rescue "the little book" from "its solitude upon the waste shelves of libraries, and deferentially dedicated to the

MILLION.

BLISWORTH, NORTHAMPTON,  
AND  
PETERBOROUGH RAILWAY.

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THIS Branch Railway which connects Peterborough with the main London and Birmingham Line at Blisworth is forty-seven and a quarter miles in length, and was opened to the public on Monday, the second of June, 1845, when several of the Directors, accompanied by the Mayor, Corporation, gentry, and other inhabitants of Northampton, journeyed in a train of fifteen first-class carriages from Northampton to Peterborough in two and a half hours, including stoppages of about fifty minutes, every prominent view of the line throughout its whole length being occupied by the astonished and wonder-stricken natives. Whatever prospective advantages this Rail-

way might possess upon its formation, the results of the first years traffic have very far exceeded the most sanguine expectations of its promoters; at the same time it has afforded to the inhabitants of the eastern part of the county, and others residing at and near the towns of Stamford, Market-Deeping, Spalding, Boston, Holbeach, Long-Sutton and Wisbeach, a facility of transit for themselves and goods to the metropolis and to the more populous towns in the Midland Counties, and opened a communication through a country where a very imperfect one had hitherto existed. This advantage the people have largely partaken of, and their desire to do so every day increases as the communication becomes more known and speedy intercourse appreciated.

Few, if any lines of Railway can boast of greater fertility of soil, of more elegant woodland scenery, or more specimens of architectural interest than the Valley of the Nene, through which this Railway entirely runs; and the traveller will find throughout its whole length one continued picturesque variety of hill and vale, wood and water, to diversify the landscape and rivet his attention; and it will be

the object of the writer as he proceeds, to point out to him everything that may deserve notice, or that may attract his eye ; so that whilst

“ He drags at each remove his lengthening chain,”

it will be the authors wish to lessen a number of its links by giving him amusement with instruction.

This Line branches from the London and Birmingham Line at the

### BLISWORTH STATION,

(62½ Miles from London,

and is situated in the parish of Blisworth, in the county of Northampton), by a fine curve to the right, crossing immediately the Grand Junction Canal upon a bridge of piles, and entering upon an embankment near twenty-feet high proceeds across the valley in a straight line about three-quarters of a mile. Being fairly launched upon our voyage, the first object of interest to the left, is a fine brick bridge of one arch, crossing the Birmingham Line distant about 200 yards ; and still more to the left one and a half miles in the distance is

the tower of Gayton Church, prettily situated upon the summit of the hill encircled by trees. The Manor-House, now reduced to the condition of a farm-house, still retains the characteristics of the Elizabethan domestic architecture. A White Bridge of one arch over the Canal against a few farm-houses will not escape observation, and is a pleasing object. Half 63 way across the embankment we have on the right a splendid view of the fine vale, and looking a little behind we have a good prospect of the London Line running along upon an embankment at the foot of the hill ; as also the commodious booking offices and sheds of the Blisworth station. Half a mile distant upon the same side, Milton Church is a picturesque object ; its low decorated spire being embellished by a rich back-ground of trees ; and in the extreme distance, the fine White Mansion of Mr. Harris, is conspicuously situated, but attention to this residence will be again drawn when a few miles further advanced. We next enter a cutting about half a mile long, and fifteen feet deep, through which all view is obscured. This cutting is crossed near the entrance 63½ by a wooden bridge upon brick pillars, leading from

the villages of Milton and Collingtree on the right, to Gayton on the left, and 200 yards further there is an occupation bridge again crossing it of the same character. Upon emerging from this cutting, a little to the left is the Northampton Canal, which runs a considerable distance by the side of the Line, the water in which is held up a great height here by means of seventeen pairs of locks between this point and the lock-house, a distance of half a mile. On this side the 64½ scenery is delightful. Amidst clustering trees may be seen the interesting tower of Rothersthorpe Church, and Village; as also an extensive and fertile valley, adorned by graceful woods. On the right, fifty yards from the Line, is Milton Ham, a farm-house occupied by Mr. John Manning; and again an excellent view is obtained of Wootten Hall, the seat of Mr. Harris, beautifully situated upon the brow of the hill, two miles distant. At sixty-five miles from London we 65 cross a valley upon an embankment a quarter of a mile long and ten feet high; when on the top of the hill to the right a pretty farm-house is seen occupied by Mr. Joseph Dickens.

The Line now curves gracefully to the left, and

a quarter of a mile further on it is crossed by a road leading from Northampton to the Village of Rothorpe, distant about one mile. Near this place the rail again curves to the right, and a cutting about twelve feet deep and half a mile in length commences. We have now on the left the first view of the River Nene flowing about fifty yards beyond the canal, which is again close to the Line. Across the river several flour mills are built, and still more to the left we see the hill covered with wood winding far away, until its blue top is lost in the extremity of the distance. The Line is now carried forward on an embankment 600 yards long, when to the right we see on the hill top 60 yards distant Huntsbury Hill, commonly known as 6 the Danes Camp, the pleasing residence of William Shaw, Esq., but the property of Edward Bouverie, Esq., and near to which is the favourite fox covert of the same name, well known to sportsmen.

At the point marked 66 upon the mile-post there is a short cutting about ten feet deep, the Line still curving to the right, over which there is a wooden bridge supported by red brick pillars. One mile to 66 the left may be seen the tower of Duston Church,

and near to it a New White House, the residence of the Rev. W. Gravell. A monastery was founded here in 1112, for Black Canons, by William Peveral, natural son of William the Conqueror, styled St. James Abbey, and some remains of it are still visible. Upton Hall, bosomed in deep woods on the slope of the hill two miles distant is also visible. A castle was built here by Simon de Lyz, of which there are some ruins still remaining.

The town of Northampton is now in a direct line before us, of which there is a fine panoramic view, but it is better seen by the traveller from the railway carriage just as he has swept round the sharp curve to the left where the canal is crossed by the pretty little 66½ white bridge. The first object we shall notice at the western extremity of the town is the square tower of St. Andrews, and the spire of St. Sepulchres, a little to the right; between, and below which, is the West Bridge, with its many irregular arches spanning the Naseby Branch of the River Nene, and immediately over the bridge, two miles distant, is just seen the spire of Kingsthorpe Church.

A little further to the right, and on the horizon is seen

a small turret which surmounts the New Town Gaol, and lower down the low square tower of St. Peter's is observed. The Campanile of St. Katherine's is a little further to the right, and still more to the right is the tower of All Saints; and at a further distance is seen the tower of St. Giles. The upper part of the Infirmary is also seen upon the eastern slope, and the Lunatic Asylum in the extreme distance of the same line. From this point to the Northampton station the view is very interesting. The town in the distance—the Canal running close to the Line—the river flowing at the foot of the town, its banks occupied by coal-yards, corn-warehouses, tan-yards, foundries, &c.; and the fine rich meadows fringed with osier plantations, and adorned on the back-ground to the right with a fine hill profusely covered with trees and variegated beauties of nature forms a delightful landscape.

A building on the right, a few yards distant, called 67 Far-Cotton Manor-House, a short time since retained some architectural interest, but has latterly been modernized. Being the residence of the ancestors of the celebrated Hervey, author of the popular "Meditations amongst the Tombs," it should not pass unnoticed,

## THE NORTHAMPTON STATION,

67½ Miles from London,

and about a quarter of a mile from the Town, is a very commodious and tasteful building, having large and convenient booking offices, engine-house, carriage and goods sheds, cattle and sheep pens, and every arrangement interior and exterior to render the whole complete. Messrs. Worster and Co., Chaplin and Horne, and Pickford and Co., have each separate extensive establishments.

On leaving this Station, about 200 yards from the 6 Line, we have a view of Delapre Abbey on the right, and the luxuriant woods around it, the seat of Edward Bouverie, Esq. Delapre was formerly a religious house founded by Simon de Lyz, Earl of Northampton,

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*Note.*—NORTHAMPTON is 8½ miles from Towcester—19½ miles from Brackley—40 miles from Oxford—15 from Market Harborough—31 from Leicester—13 from Daventry—9 from Weedon, and 21 miles from Bedford.

A Coach arrives here at 11—30 a.m. from Leicester, and departs at noon for the same place, running through Brixworth.

in the reign of Stephen, and was a Nunnery for 300 years, but at the dissolution the abbess and eight nuns had a pension assigned to them.

The Line running along the southern bank of the Nene affords the traveller another extremely picturesque view of the town. The Lunatic Asylum, built of white bricks at a considerable distance from the town at the eastern end—the Infirmary and its pleasure gardens nearer to us upon the slope of the hill—the numerous elegant villas of the gentry—the varied style of architecture of its six churches—the red brick buildings occasionally studded by others of white stone—the cupola or dome of All Saints—the County Gaol, distinguished by its long chapel window—the river flowing at its feet—the tall chimneys of various steam engines—the extensive brewery of Mr. Hagger, and the whole situated upon the side of the hill about half a mile distant, and gracefully adorned by trees of different descriptions, have a peculiarly pleasing and gratifying appearance. About three-quarters of a mile from the Northampton 68½ Station, and to the right half a mile, stands the Village of Hardingstone upon the hill top. The Church, a tower with small pinnacles is just perceptible at this

point. There are two elegant white mansions a short distance from the church, occupied by John Mercer, Esq., and Alderman Freeman, but the chief part of the village is shaded by the fine trees which are so thickly and elegantly planted around it. A desperate battle was fought here in the reign of Henry VI., who was made prisoner, and many nobles were slain. Near this place is one of the splendid crosses erected by Edward I. to the memory of his queen. Exactly at 69 sixty-nine miles from London, on the left, we pass some extensive Paper Mills; and a few yards further on, cross the turnpike road leading from Northampton to Bedford; 100 yards still further on there is a pretty view of an iron bridge across the Nene about 50 yards from the line, with a white House and plantation at the back. Three quarters of a mile further on the right, and a quarter of a mile from the road, is the very elegant Church of Great 69 $\frac{3}{4}$  Houghton. It has a very handsome spire resting upon pilasters, and is a remarkably fine object of interest. The village is covered by wood, but a white House, the residence of Mr. Duncan, standing below the church, is a conspicuous object. Further on, another

three quarters of a mile on the same side, but best seen from this point is an elegant white House on the hill top, occupied by the Rev. Christopher Smyth. Proceeding a short distance further, 100 yards from the railway on the right, is the Village of Little Houghton. The Church has a low tower, delightfully engulfed in a cluster of trees, and undeserving further notice, but the scenery on every hand is enchantingly beautiful; an elegant row of hills, adorned by villages and distant spires, gracefully form the outline of the landscape, and a valley beautified by the diversity of wood and water, and teeming with luxuriance and fertility, give it a peculiar pictorial interest. On the left, upon the top of the hill, one mile distant, is the Church of Little Billing, with its tower surmounted by one turret in the centre; thence passing along about three-quarters of a mile to the right, W. Smyth, Esq., has a fine white mansion about 300 yards from the line, romantically surrounded by wood. A small cutting commences here about ten feet deep, and 400 yards long, over which a wooden bridge on brick arches is built, and having passed through it we arrive at the

## BILLING STATION,

(71½ Miles from London.

and four from Northampton) at which place the road crosses from Brayfield to Great Billing. At this latter place R. C. Elwes, Esq., a descendant of the notorious miser, John Elwes, has a fine seat. The Church, which has a tower one and a half miles off may be seen to the left.

The river which we had lost sight of again appears in view, and from this point remains a prominent object either to the right or left throughout nearly the whole of the remaining distance of the line, passing over it no fewer than thirteen times before we reach Peterborough. There is a Stone Bridge crossing the stream, and a flour mill occupied by Mr. Munk about 200 yards distant on the left.

The Line is now carried a mile further close to the river side on the left and a hill on the right, when we arrive at the Village of Cooknoe. A fine plantation 72½ *separates* a view of the church from the line, but it has a

tower plainly built and surmounted with four small pinnacles situated upon a steep hill immediately adjoining. Cooknoe Mill, and plantations to the left growing upon the margin of the stream give this portion of the journey a very romantic character. Two miles to the left of this point is seen the Village Church of Ecton, the turret of which on the top of a tower peeping through the trees is a pretty object: to the right of the church is the seat of Mr. Highstead. Three quarters of a mile further, *and only for a very* 73 $\frac{1}{4}$  *few yards*, the Village Church of Brayfield may be discerned on the right when looking a little back through a low part of the hill and at a short distance to the left of Cooknoe Church; it has a tower, and nothing but the turret can be observed.

Proceeding half a mile further, and the same distance 73 $\frac{3}{4}$  from the Line on the right is the Church of Whiston, a remarkably elegant structure, built in 1534, by Anthony Catesby, Esq., and dedicated to St. Mary. It is principally of the later style of English architecture, consisting of a nave, chancel, and side aisles, with a fine tower crowned with lofty pinnacles situated upon the summit of the hill in the midst of a clump of trees.

There is a fine row of hills extending to the right beautifully diversified by wood, and consisting of the richest arable and pasturage lands; the Nene also winds its course a short distance from the Line to the 74 $\frac{1}{4}$  left, upon which are built several flour mills; and the whole plain, as far as the eye can reach, reminds the traveller forcibly of Goldsmith's lines, when depicting the general appearance of England: he says,

“ Its hills are green, its woods and prospects fair;  
 Its meadows fertile, and to crown the whole  
 It is our home—our native isle !”

A short distance in advance we reach a small Station, called

### CASTLE-ASHBY (WHITE MILLS),

74 $\frac{1}{4}$  Miles from London.

And seven miles from Northampton, communicating to the right with Castle-Ashby, the embattled seat of the Marquis of Northampton, built in 1624, partly after designs by Inigo Jones, and distant one and a half miles. On the left, pleasantly situated one and a half miles distant is seen the tower of Earls-Barton 74 $\frac{3}{4}$  Church; it is a curious edifice in various styles of

architecture, dedicated to All-Saints. The tower is in the Saxon style, ornamented with ribs or mouldings: a White House to the left of the church is the residence of Mr. Whitworth.

Proceeding nearly one mile further, the distant spire of Easton Church may be discerned, and rather 751 nearer to us Grendon Church with a fine tower surmounted by pinnacles is also seen. To the right of Grendon Village the top of Castle-Ashby Church, a tower with one pinnacle in the centre is just seen; and still more to the right, on the top of the hill embosomed in luxuriant woods the seat of the Marquis of Northampton stands proudly preeminent, although two and a half miles distant, and the only point upon the line where a glance of the noble mansion can be obtained.

A short distance onward is Hardwater Crossing, 76 where a Lodge is erected. Two hundred yards to the left is a Water Flour Mill, occupied by Mr. Pettit, and two miles to the left, on the top of the hill is the Village of Strixton, but the Church being a very low structure is scarcely to be discerned.

Following our route half a mile further, on the left 76 the Village of Great Doddington is situated upon the

brow of the hill half a mile distant; the church has a very low tower, and is just perceptible above the house-tops; but the hill side is well wooded, and presents a rich and fertile face.

Journeying forward another half mile, on the right prominently situated upon the top of the hill is the fine Spire of Wollaston Church, at a distance of two 77 miles. This village extends full half a mile in length upon the extremity of the hill, and the houses have a commanding view over the valley. The Church is a handsome cruciform structure; from the intersection of the nave and transepts springs an elegant tower surmounted by a lofty spire. Wollaston Hall, the seat of Samuel Soames, Esq., is embedded in the thick plantations near to the church, but it is not visible from the line. Between this point and the Wellingborough Station we may observe a nice stone Farm-House occupied by Mr. George Battam on the right, 77½ and on the left a Water-mill in the occupation of Mr. Wallis.

We now arrive at the



## WELLINGBOROUGH STATION,

78½ Miles from London.

The Town of Wellingborough is situated one mile to the left on a slope of a hill, prettily interspersed with trees. The houses which are modern and handsome, are principally built of red sand-stone, and the inhabitants are chiefly employed in the manufacture of boots and shoes, and bobbin-lace. The Church, a handsome building in the three styles of English architecture combined, with a tower and spire, is in the centre of the town. The Union house, a plain brick building, standing half a mile from the Line—the river crossed by a narrow stone bridge, of five arches, about 100 yards from the station—Hatton-hall, a short distance west of the church, the seat of Col. Coddington, but the property of the Rev. C. P.

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*Note.*—WELLINGBOROUGH is 11 miles from Northampton—18 miles from Bedford—15 from Newport Pagnell—8 from Kettering—15 from Market Harborough—33 from Leicester.

A Coach arrives here at 12 o'clock at noon from Uppingham, through Kettering, and returns at 20 minutes to 2 o'clock, p.m. An omnibus arrives at 8 o'clock, a.m., from Kettering, and departs at 11 o'clock, p.m. Post Horses arrive and depart at quarter-past 11.

Vivian, and a White Mansion amongst some high poplar trees at the east side of the town, the seat of Charles Hill, Esq., are the only objects deserving notice.

Upon quitting this station, and travelling about half 79 a mile onward, we cross the river for the first time, the sides of which are delightfully fringed with osier plantations and bulrushes; and proceeding 100 yards further, there is a pretty Farm-house to the right called Irchester House, occupied by Mr. Goosey, 79½ situated upon a shelf of the hill; the spire of Irchester Church, peeping just above the hill top immediately at its back.

Rather more than a quarter of a mile further, and 69½ the same distance from the line, on the left is Irthlingborough Lodge, belonging to, and occupied by, J. B. Howes, Esq., who is Lord of the Manor of Irthlingborough; and on the same side, half a mile in advance on the top of the hill is a handsome red brick Farm-house and buildings occupied by Mr. Robinson; 80½ whilst below upon the right is a pretty waterfall near a right wooden foot bridge across the river.

The Railway now curves to the right, and 200 yards more brings us to the

### DITCHFORD STATION,

80½ Miles from London.

Where the Line is crossed by the road leading from Irthlingborough to Irchester. On the right is a narrow Stone Bridge of eleven arches crossing the river, and the Village Church of Irchester is seen one and a half miles distant. Knuston-hall, the seat of Quintus Vivian, Esq., is a short distance from Irchester. The extensive Flour Mills close to the Station, called Ditchford Mills, are occupied by Mr. Alfred Dickens. The Village of Finedon, where Sir E. Dolben has a fine seat, is about two miles to the left of this place.

On leaving this Station, the Line is carried forward close to the foot of a steep hill on the left, gracefully curving to the same side; and the right exhibits a fine view of the Nene flowing beautifully below, again elegantly planted with bulrushes; and looking across the valley, the very light and elegant Spire of Rushden 81 Church ~~standing upon the hill for some~~ and variegates the rich scenery.

Proceeding onwards, the spire of Higham-Ferrers 82 Church becomes a prominent object to the right, and is about one mile distant from the Line. A quarter of a mile before we reach the Higham-Ferrers Station 82½ we again cross the river, and on the left, half a mile distant is the Village of Irthlingborough. The Church has a square tower, surmounted by a round tower of less dimensions, and adorned by one pinnacle in the centre; it has a remarkably handsome appearance, and stands upon the hill elegantly beautified by wood interspersed with houses around it, and in every direction. Below are several good houses, and the river flowing beneath them affords a pleasing and an agreeable landscape. We have now gained the

#### HIGHAM-FERRERS AND IRTHLINGBOROUGH STATION,

83 Miles from London,

where the turnpike-road crosses the Line from Higham-Ferrers to Kettering.

Higham-Ferrers, a Borough and Market-town, is situated one and a half miles from the Station; it is a

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*Note.*—HIGHAM FERRERS is 7 miles from Kettering—16 from Bedford, and 9 from Kimbolton. Post Horses may be had here.

place of small importance, and its population is chiefly employed in the manufacture of boots and shoes, and bobbin-lace.

This Borough returned one Member to Parliament until disfranchised by the Reform Act. The whole of the parish belongs to the Earl Fitzwilliam, who is Lord also of the Manor. Ninemiles to the right is Kimbolton-castle, the magnificent seat of the Duke of Manchester, in which Catherine of Arragon resided subsequently to her divorce, and where she also died. It is an ancient quadrangular building, situate in a spacious park ; the interior is superbly fitted up, and contains a fine collection of paintings. In this parish are the remains of Stonely Priory, a convent of canons of the order of St. Augustine.

Immediately to the left is a narrow stone bridge of fifteen arches of unequal dimensions, and varied style of architecture crossing the Nene to the Village of Irthlingborough.

Proceeding a quarter of a mile further, the Line again crosses the river, and from this point there is a fine view of Stanwick Church to the right, having an octangular tower with an enriched spire. A short distance from Stanwick is the Village of Melchbourne, the seat of Lord St. John and the birth-place of

Leland the antiquary and historian. Half a mile 83½ onward we cross the river a fourth time, and on the right the Spire of Raunds Church is just seen peeping above the hill half a mile distant, and on the left at the top of the hill a large White House, the 84½ residence of Mr. Welford, possesses a commanding view over this fertile valley.

We now travel about one mile having nothing particular to notice, when we are opposite the Village 85½ of Little Addington, the church of which is ornamented by a spire, situated with a few houses to the left upon the top of the hill, about one mile distant.

We next enter, a cutting about 400 yards long and fifteen feet deep and emerging from the same we arrive at the

### RINGSTEAD STATION,

86 Miles from London.

From which place the low plain built tower of Great Addington Church, one mile distant, and standing upon the brow of the hill is visible.

Three hundred yards after we leave this station we once more cross the Nene, and immediately enter a short cutting about fifty yards long, over which there is a bridge built of red bricks. From this

point the Line is carried upon an embankment twenty feet high across the vale, the hills around forming an amphitheatre of great beauty; they are chiefly arable, but highly managed and extremely fertile; and crossing the river for the sixth time, we observe on the right, the Village Church of Ringstead, having a pretty 86  $\frac{1}{2}$  spire amongst trees at the foot of the hill about three quarters of a mile from the Line. Advancing a short distance further, we enter another cutting extending about 200 yards, over which there is a bridge of red brick, with stone pillars and balustrades.

At eighty-seven miles from London, and a quarter of a mile from this cutting, we perceive the pretty Village of Woodford; the Church standing upon a ledge of a hill is surrounded by farm-houses of a respectable character, and richly ornamented by trees. Colonel Arburthnot has a seat here, and in the vicinity are three tumuli, near which various Roman antiquities have been found.

Three quarters of a mile further the Line again 87  $\frac{3}{4}$  crosses the Nene, and on the left is the Flour Mill and residence of Mr. Hill; and on the right, 100 yards from the Railway, is a Farm-house with extensive buildings, possessing a commanding view of the Line, and occupied by Mr. Yorkes. A short distance further,

on the right, we find ourselves opposite the Village of 88 Denford, romantically situated on the opposite side of the river, about a quarter of a mile off, in the midst of wood scenery, and embellished by the handsome spire of its church. We have now reached the

### THRAPSTON STATION,

89 Miles from London,

which is a first-class station, with ornamental booking-offices, and commodious sheds.

The town of Thrapston is well built, and occupies a beautiful valley on the eastern banks of the river Nene, and close to the right side of the railway. The principal manufactures are whips, bobbin-lace, and paper.

The Union-house is an ornamental stone building, situated at the entrance of the town, and about 200 yards from the Line: the church has a fine spire, and the town looks well on the right; and a Stone Bridge to the left, passing over the river to the

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*Note.*—THRAPSTON is  $21\frac{1}{2}$  miles from Northampton—6 miles from Higham Ferrers— $8\frac{1}{2}$  from Oundle.

A Coach arrives here from Cambridge at half-past 11, am., and returns at 2, p.m. Post Horses are also kept.

Village of Islip, has a picturesque appearance. On the left, prettily situated upon the hill in the midst of several respectable-looking farm-houses is seen the noble spire of Islip Church, and a handsome white House, the residence of R. Wilson, Esq: two miles from this station, on the same side, is Drayton Lodge, the seat of W. B. Stopford, Esq., but the property of the Duke of Dorset.

On leaving the station a short distance, and immediately across the first meadow on the left is a Flour 8 Mill, occupied by Mr. Hill; and proceeding a mile through small enclosures well wooded, and land of excellent quality, we enter upon low lands that are frequently flooded, but producing luxuriant crops of hay. Rather more than one mile from the Thrapston Station, and exactly at ninety miles from London, the 9 Line touches upon the river on the left, and then winds far away to the foot of the distant hills, where all sight of it is lost.

We quickly enter a cutting fifteen feet deep, and near half a mile long, through which the view is obscured, and next proceed along an embankment half a mile, raised about ten feet high. Near this point there is a road from Aldwinckle to Titchmarsh, which 9C *crosses the railway by a wooden bridge; and about*

100 yards to the left, is a Flour Mill, situated upon the stream, and occupied by Mr. Baker. Proceed across the vale of the Nene for half a mile further, where 91 is marked upon the mile-post, the Nene again touches upon the railway to the left, having previously diverged to the foot of the hill, on which we perceive the Church of Aldwinkle-All Saints, having a square tower with lofty pinnacles distant about half a mile.

This church is considered a beautiful specimen of the decorative English style; the tower and some of the windows are remarkably elegant, and there is a small ornamented chapel adjoining the southern-side of the chancel. There is a chalybeate spring here; and in the parsonage house the poet Dryden was born in 1631. Immediately beyond the Church of Aldwinkle-All-Saints, and peeping through the trees is the spire of Aldwinkle St. Peters. On the banks of the Nene here, is a curious cruciform building called Liveden, erected by the Tresham family; it is richly decorated with sculpture, and exhibits a Roman Catholic legend, and a variety of religious symbols.

This parish was the birth-place of John Fuller, author of the "History of the Worthies of England, &c.

Pursuing our route a quarter of a mile further, we reach the

### THORPE STATION,

91½ Miles from London,

The turnpike road leading from Thrapston to Oundle crossing at this place. On the right, about one mile distant is the Village of Titchmarsh, the church of which has a handsome tower surrounded by lofty turrets, and delightfully situated upon the hill.

Continuing our journey three-quarters of a mile, the 92  
spire of Thorpe-Achurch, village church is seen about one mile to the left, and the whole view extends over a plain of great extent of exceedingly fine meadow and pasturage. Ascending now a steep gradient for half a mile, being 1 in 150, we enter a cutting twenty feet deep, through a stratum of blue stone of singular character; this cutting, half a mile long, is crossed near the entrance by a handsome red brick bridge, the road over it leading to Clapton on the right, and Pilton on the left; the same gradient being continued throughout the whole length of the aperture. From this point, 92  
which is the highest upon the line, the railway descends an inclined plane on a gentle gradient all the way

to Oundle; and a few hundred yards further brings us to the

### WIGSTHORPE STATION,

(93 Miles from London),

and half a mile still further, on an eminence 200 yards to the left, is a pretty white House called Barnwell 93½ Lodge, the residence of Mr. Russell.

Proceeding another half mile with fine hill and wood scenery to the right, we pass the Village of 94 Barnwell All Saints, which has no church, the living being united by act of parliament, in 1821, to that of Barnwell St. Andrews.

The next object of interest on the right is a glimpse of Barnwell St. Andrews Church. It is an ancient 94½ structure in the early style of English architecture, with a tower and spire situated about 150 yards from the rail, but a fine plantation entirely hides it from view when we approach the

### BARNWELL STATION,

(94 Miles from London.)

near which place there are Alms-houses for fourteen aged and infirm persons, and an endowed school for poor children.

A castle was erected here in the reign of Henry I., the remains of which are extensive. Roman coins and other antiquities have been found in the neighbour-

hood. The whole of the parish is the property of the Duke of Buccleugh. One mile and a half to the left is Lilford Hall, the seat of Lord Lilford, but not seen from the line : and in the same direction, and at about the same distance, may be discerned the spire of Pilton Church.

Leaving this Station we directly enter a cutting varying from eight to ten feet in depth, and three quarters of a mile in length, over which a wooden bridge is erected, and emerging from the same we find ourselves upon an embankment twenty feet high crossing a beautiful valley. Looking now to the left, 95 and a little before us, is seen the church and town of Oundle, with the river winding its tortuous course at the foot of the hill, crossed by a stone bridge of six arches; and the rich meadows are studded with fine woods and picturesque scenery. To the right also, the river enchantingly winds its circuitous route, the Village Church of Polebrook adorning the view in the distance adding beauty to the beauties of nature; and the whole panorama is one on which the eye may gaze with continued and unwearied delight. Crossing the 95 Nene again for the eighth time, we soon enter a slight *cutting about eight feet deep, extending a few hundred yards in length; and on the left, about 250 yards*

distant, is a handsome stone house occupied by Mrs. Croxton, the widow of General Croxton. On the right is the Village of Ashton, situated at the foot of the hill; and there is a foot-path and bridge over the river against the extensive Flour-mills occupied by Mr. Compton. Ashton has no church, but there is a chapel; although service is not performed in it, having never been consecrated.

Again we cross the river, and on the left we have an excellent view of Oundle Church, and the residence of Richard Tibbits, Esq. immediately beneath it; and on its right that of Samuel Tibbits, Esq., as also the top part of the Union-house peeping through an aperture of the plantation. A few yards further brings us to the

### OUNDLE STATION,

(97½ Miles from London.)

Where the turnpike road crosses the line from Oundle to Peterborough. This is another first-class station presenting the same tasteful aspect exhibited by the other principal Stations upon the Line, and the offices are fitted up with the same regard to convenience and comfort.

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*Note.*—OUNDLE is 13 Miles from Peterborough—29½ from Northampton. Post Horses are kept here.

The river is crossed about fifty yards from the Railway by a narrow stone bridge of great length, and very irregular dimensions; it consists of eight arches of various sizes and styles of architecture, and is only eleven feet wide in one part. The river's rapid stream flowing at the foot of the hill with a fine row of tall poplar trees growing upon its margin—the singular architecture of the bridge, shaded by trees growing close to it upon piers in the centre of the stream—the fine and elegant Church with its magnificent spire, situated half a mile distant with a row of trees beautifully rising above the town, and shading the lower part of the structure—the gas-works at the entrance of the town, and the Union-house upon the hill at the back, render the whole almost pleasing and beautiful landscape. Oundle is a small market-town nearly surrounded by the river Nene; the houses are well-built, and its general appearance is modern; but it is a place of little trade, and the population is entirely dependant upon agriculture.

Seven miles to the left is Deane Hall and Park, the seat of Lord Cardigan, but the mansion cannot be seen by the traveller upon this line. Near to Lord *Cardigan's* is *Blatherwycke* Park, the seat of Stafford *O'Brien, Esq., M.P.*, and at Bulwick in the same

direction, is the seat of Thomas Tryon, Esq : King's Cliffe, noted for its wooden-ware, is five and a half miles N. W. of Oundle.

Bidding adieu to the Oundle station, and proceeding rather more than one mile, about 200 yards to the right is Tansor Lodge, a handsome modern residence belonging to, and occupied by Thomas Brown, Esq., and immediately opposite on the left, is the Church of Cotterstock beautifully situated at the foot of the hill. The building is an unornamented tower. The river runs close to it, over which is the extensive Flour-mill of Mr. Everest ; and near to it is the pretty residence of Capt. Ricketts; and at a short distance behind it is Cotterstock Hall, the seat of Lady Westmoreland. It was at this mansion that the poet Dryden composed his Fables, and here he spent the last two summers of his life. 97 $\frac{3}{4}$

Following our route half a mile further, 200 yards to the left is the Village of Tansor. The Church has a small low tower of very unpretending aspect, and about a dozen respectable-looking farm-houses near to it have an air of rural beauty and comfort. We next enter a cutting, over which at the entrance is a wooden bridge leading from Tansor to the Peterborough and Oundle turnpike, and which is again crossed by another bridge 98 $\frac{1}{4}$

at the further end, connecting the road leading from Fotheringay to Warmington.

The Railway is then continued upon an embankment across the Vale, from which on the left is a fine view of Fotheringay Church, a beautiful edifice about half a mile from the Line, and may be recognized by the mound on which once stood the celebrated castle. This place is rich in historic reminiscences, and must be an object of great interest to the contemplative and enquiring mind. It was formerly a place of great importance, and has been the arena where excesses and crimes have been committed that must ever disgrace the age in which they were perpetrated. It was in this castle, founded in the reign of William the Conqueror, that Richard III. was born—in it the unhappy and unfortunate Mary Queen of Scots suffered a long imprisonment, was tried, and finally beheaded; and in revenge for which, her pusillanimous son, James I., when he came to the throne of England, had it razed to the foundations. There was also in ancient times, a nunnery, and also an abbey.

On the right is Warmington Church, about one mile distant, principally built in the early style of English architecture, with a beautiful tower surmounted by a spire.

*We now cross the river for the tenth time, at the mile-post ninety-nine miles from London; and passing*

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through a slight cutting a quarter of a mile long, the land on either side being well managed and fertile, we proceed one and a half miles; when half a mile to the right, and prominently situated upon the hill side, is the Church of Elton. It has a square tower of considerable height, and is a commanding object of interest. Elton Hall, the seat of Lord Carysfort, but occupied by the Ladies Proby, is situated in the midst of a beautifully wooded country; but it cannot be seen from the Railway.

A few hundred yards further, the Rail again crosses the Nene, and enters the county of Huntingdon; when Nassington Church, having a tall spire upon the north side of the river, is seen standing upon a gentle acivity in a well wooded country, and appears to be a mile distant. The Village of Wansford may be seen near this point by looking before you to the left, at the foot of the distant hills; as also the Church of Yarwell, directly across the meadows, near to the banks of the river. The large Flour-mill standing across the stream is occupied by Mr. Jelly.

We now enter a cutting, and immediately find ourselves immersed in darkness by passing through a tunnel 650 yards in length, when escaping from the same, we arrive in 200 yards more, at the

## WANSFORD STATION (SIBSON.)

103 Miles from London.

This Station being the nearest point of the Line to Stamford renders it a very important one;—the sheds,

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*Note.*—WANSFORD is 7 Miles from Stamford—6 Miles from Stilton—13 Miles from Uppingham—and 15 Miles from Oakham.

Mail Up-Train leaving Peterborough at 6..30, a.m., arrives here 6..45. An Omnibus to Stamford, through Wansford. A Coach waits for this Omnibus at Stamford, and conveys passengers, &c., on to Grantham and Newark.

Local Train leaving Northampton at 7..20, a.m., arrives here at 9..15.—An Omnibus through Wansford to Stamford.

Up-Train leaving Peterborough at 11 a.m., arrives here at 11..15.—Ditto. Ditto. Ditto.

Train leaving London at 7..30 a.m., arrives here at 12..33 noon.—Omnibus through Wansford to Stamford. Coach also from hence on its way *from* Cambridge, taking passengers to Stamford and thence to Leicester. A Coach is also ready at Stamford to convey passengers on to Grantham.

Down-Train, leaving London 10..45 a.m., arrives here at 2..38 p.m.—Omnibus to Stamford through Wansford. Coach to Bourne, Falkingham, Sleaford, and Lincoln.

Train leaving Peterborough at 3..45 p.m.; arrives here at 4 p.m.—Omnibus to Stamford through Wansford. Coach also *from* Leicester to Stilton, Huntingdon, St. Ives, and Cambridge.

Up Local Train leaving Peterborough 6..40 p.m., for *Northampton only*, arrives here 6..55 p.m.—Omnibus through Wansford to Stamford.

Down-Train leaving London 4 p.m., arrives here 8..22 p.m.—Ditto. Ditto. Ditto.

Mail-Train leaving London 9 p.m., arrives here 1 a.m. Ditto. Ditto. Ditto.

Up Mail-Train leaving Peterborough 12..45 (Midnight) arrives here 1 a.m.—Ditto. Ditto. Ditto.

N.B.—Coaches and Omnibuses take one hour in travelling the distance between this Station and Stamford.


cattle and sheep pens, and yards are extensive ; and the Booking-offices, and waiting rooms partake of the same elegance and convenience as the others we have spoken of before. The town of Stamford is seven miles to the left, and Burleigh House and Park, the magnificent and princely seat of the Marquis of Exeter is about one mile nearer, the woods of which are distinctly to be discerned. Apethorpe, the seat of the Earl of Westmoreland, is also about five miles to the left. Near this Station many antediluvian remains are found.

Quitting this Station we once more cross the river, 10 $\frac{1}{2}$  and again enter the county of Northampton, and passing on an embankment half a mile long, we see to the right, about 400 yards from the Line the spire of Water-Newton Church, and a large Flour-mill situated upon the river occupied by Mr. Compton ; and in the extreme distance upon the hill, is seen the 103 $\frac{3}{4}$  Lodge, occupied by Mr. Edward Edwards. The whole of the parish belongs to the Rev. E. Knipe, who is the resident incumbent. The old Roman road, or Ermine 104 $\frac{1}{2}$  Street, commences a short distance from this point, and there are many antiquities found in the neighbourhood.

The land on both sides here is open fields or common, and presents every appearance of poverty

and bad management. Chesterton Church with a spire, is about one mile to the right, at the foot of the hill. A little further on the line to the left, is the Village of 10 Castor. The Church a spacious cruciform edifice with a beautiful Norman tower of two stages surmounted by a spire at the intersection, is built at the foot of a slight hill, and prettily surrounded by farm-houses. Captain Christie has a handsome residence at the foot of the hill. Castor, and the opposite Village of Chesterton, occupy the site of the Roman Station *Durobrivæ*. We now enter a cutting half a mile long and about ten feet deep, over which, near the mile-post, 105½ miles, the 10 Line is crossed by a stone bridge connecting the road from Castor to Alwalton. Again we cross the river for the last time, and again enter the county of Hun- 10 tingdon.

The river now winds in a circuitous route to the right immediately below a fine plantation reaching to the Village of Alwalton. The Village, and Church with a low tower, is seen in the distance of about three-quarters of a mile, having apparently a commanding view of the Vale. The Church is dedicated to St. Andrews, and exhibits a singular combination of the Norman and early architecture; the chancel is in the decorated style, with some peculiarities in the windows, shafts, mouldings, and general details.



After crossing the river, we quickly enter a cutting 106 $\frac{3}{4}$  varying from ten to fifteen feet deep, extending to the Overton Station, a distance of three-quarters of a mile. At the entrance of this cutting, there is an ornamental iron bridge of three arches, built for the use of Earl Fitzwilliam; and a short distance in advance, is a brick bridge uniting the estate of John Poles, Esq., whose residence is a fine stone house upon the right side.

### THE OVERTON STATION

(107 $\frac{1}{4}$  Miles from London,)

is situated half a mile from the Village of Overton-Longville; the church of which, having a low plain tower, is seen upon the hill to the right, and the road from that place to Milton Hall crosses the Line here. Milton Hall, the seat of Earl Fitzwilliam, is about half a mile to the left of this place. The finely-wooded park covering with its rich foliage the whole extent of the hill side, and hiding all but the chimneys of the splendid mansion of its noble owner, has a beautiful and luxuriant appearance. The Railway is now carried upon an embankment close to the river, the remaining part of the journey; the sides of which are occasionally ornamented with rich osier plantations, and the meadows adjoining, are frequently flooded to a considerable depth. Opposite the mile-post marked 108

108 miles from London, on the right, is an inn on the top of the hill, built in a tasteful style of architecture; and about half a mile further to the right, the Earl of Aboyne has a small Park and Seat, but no view of it can be obtained from any part of this Line. Thorpe 108 Village is next seen to the left upon the hill side. The old church is now in ruins, and presents the appearance of a square building, and is used by a farmer for a warehouse: a quarter of a mile to the right of it, is Thorpe Hall, standing a prominent feature on the opposite side of the valley; its back-ground richly embellished by fine woods: the mansion belongs to Earl Fitzwilliam, but it is now unoccupied.

The Line now gracefully curves to the right, and we 109 rapidly approach the end of our journey, when the city of Peterborough, and the west front of the glorious Cathedral bursts nobly upon our view, and the eye of the stranger becomes rivetted to the gorgeous spectacle.

We must, however draw his attention first to the Union Work-house, a plain building of red bricks, and 109; the House of Correction built of white bricks, standing upon a considerable eminence to the left near the entrance of the town; as also a pretty view of Woodstone Church and Village to the right. This 109; Church has a tower, and is a neat edifice erected a few years ago.

The London and York Railway will cross the Line about 200 yards in advance of this point, passing over the river on a viaduct, and thence proceeding in a direct line across the valley upon an embankment; where at a short distance it is intended to erect a station, from which the Loop Line running to Spalding, Boston, Lincoln, &c., will diverge from the main or trunk line. The city of Peterborough at this point presents an interesting appearance. The Church of St. John the Baptist, with a tower surmounted by four lofty pinnacles—the neighbouring mansion of Mr. Cooke, embedded in the fine plantation—the magnificent western entrance to the cathedral formed by a recessed portal of three lofty arches, and prettily surrounded by wood, peering above the balustrades of the bridge—the fine placid ripple of the gentle stream flowing near our feet, with the several wharfs, coal-yards, and merchandise on the opposite shore—the bridge of piles forming part of the Peterborough and Syston Railway, which diverges from this Line here and curves elegantly across the river in the direction of the Crescent, uniting quickly with the London and York Line—and the fine old stone bridge in the distance, with the mansion of Thomas Atkinson, Esq., at its foot upon the northern side, form a pleasing and delightful picture.

Crossing the meadows long celebrated as the site of <sup>11</sup>  
the Peterborough Bridge Fair held on the 2nd Oct.,  
we finally arrive at the

### PETERBOROUGH STATION,

110½ Miles from London,

situated upon the southern banks of the Nene. in the

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*Note.*—PETERBOROUGH is 7 Miles from Market-Deeping—  
20 from Spalding—15 from Bourne—14 from Stamford—13  
from Oundle—20 from Huntingdon—5 from Whittlesea, and  
8 from Croyland.

Norwich—Yarmouth.—(Coach leaves Peterborough at 9  
in the morning, through Chatteris to Ely, meeting Norwich  
Train.)

Spalding—Boston—Horncastle—Spilsby—Alford—Louth.  
—(Coach leaves Peterborough at 1 o'clock, p.m., or on arrival  
of Train, which leaves London half-past 7, a.m.)

Thorney—Wisbeach.—(Ditto—ditto—ditto.)

Deeping—Spalding—Boston.—(Day Mail leaving Peter-  
borough at 3, p.m., or on the arrival of the Train which leaves  
London at 10..45, a.m.)

Thorney—Wisbeach—Lynn.—(Coach leaves Peterborough  
at 3 p.m., or on arrival of Train which leaves London at  
10..45, a.m.)

Bourne—Folkingham—Sleaford—Lincoln—Brigg—Barton  
—and Hull.—(Mail leaving Peterborough half-past 1, a.m.,  
or on arrival of Train which leaves London 9 p.m.)

*This is likely shortly to run from Peterboro' to Sleaford only.*

Spalding—Boston—Spilsby—Alford—Louth.—(Mail  
leaving Peterborough as above.)

*The above Coaches performed by Messrs. Taverner and  
Co., of Peterborough, agents by appointment to the  
Railway.*

Car to Chatteris leaves at 9..30, a.m.

The Prince of Wales Coach leaves Peterborough at 1 o'clock  
p.m., or on arrival of Train which leaves London half-past 7  
a.m., passing through Spalding about half-past 3, p.m., and ar-  
riving at Boston in time for the Louth and Horncastle Coaches,  
*performed by Philip Ashton, Thomas Minton, and J.H. Parker*

county of Huntingdon. The Booking-offices form a neat and elegant structure, but the sheds and goods depôt is small, and will be found perfectly inadequate to the increasing traffic; however, other offices are now designed to be erected, and it is contemplated every convenience will be provided at some early period, when the Peterborough and Syston, and the Lynn and Ely Lines, which are now in rapid progress shall be completed.

Although this is a Branch of the London and Birmingham Line, and belongs to that Company, the Station at the terminus is built upon the Line forming part of the Eastern Counties Extension to Ely, which is continued from hence, and crosses the river within sight a short distance lower down, and which it is anticipated will be opened to the public in a few weeks from this time.

This Railway was originally opened by a single line of rail, which was anticipated would afford sufficient accommodation for the traffic; but the rapid increase of business upon it has induced the Company to lay down a double Line, which is now just completed; and there is little doubt but the outlay will be amply rewarded: there is also telegraphic communication from this place to Wolverton, a distance of  $57\frac{3}{4}$  miles. The City of Peterborough, from having

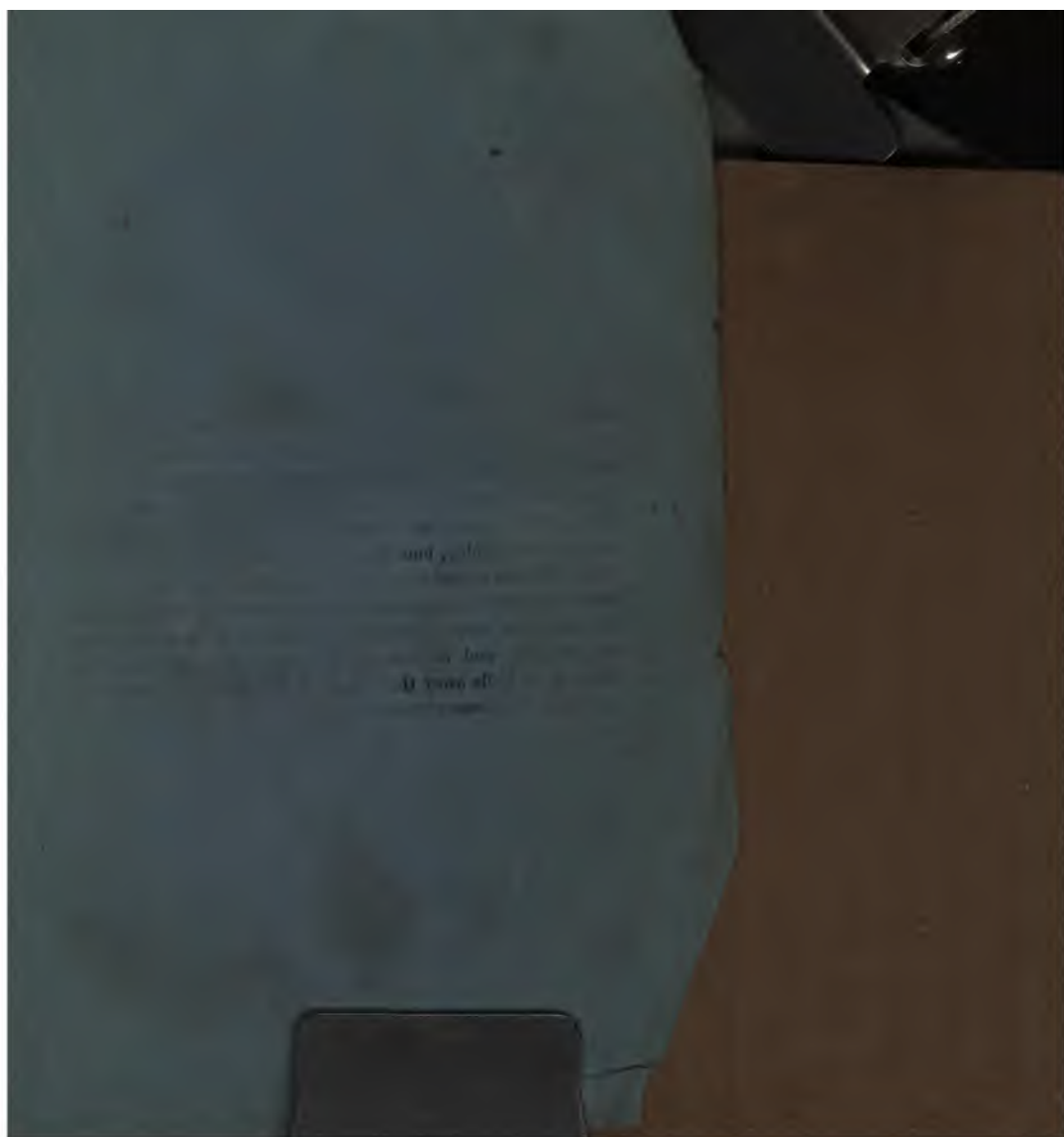
been long known as a quiet unpretending cathedral town, has all at once risen into importance by becoming the centre of railway communication ; and its late quietude is for ever disturbed by the giant power of steam whizzing through the air, and pouring its thousands of busy travellers along the hitherto unfrequented streets, resounding now with the din of incessant coaches, omnibuses, and waggons, and the discordant echo of voices plying for their fares amidst the numerous passengers.

Having now brought our traveller safely to his journey's end, we have nothing further to say to him, than thank him kindly for his attention ; and if, in conclusion, he will take a little advice—it will be, that he explore well the architectural elegancies of the splendid cathedral, and the rural beauties of the Close ; feeling assured that he will be well repaid for his trouble : and should he be a disciple of old Isak Walton, and have then an hour to spare before the

“ Shades of evening close around him,”

we would recommend him to pass it in the delightful recreation of angling in the River Nene, which affords an abundant variety of fish.

*The figures on the right hand margin denote the number of miles distant from London, and the best point of the Line for observing the several objects of interest alluded to in the context, and to which they are set immediately opposite.*



"' *Railway Hand Book, or the Travellers Descriptive Guide and Companion to the Blisworth, Northampton, and Peterborough Railway,*' " by F. H. Mair. This useful and interesting little book possesses considerable merit, and ought to be in the hands of every traveller journeying along this Line. It is written in an easy and familiar style without any attempt at display, and free from prolixity of detail; at the same time no opportunity is lost in pointing out to the reader in an amusing and instructive manner every object throughout the line that may be worthy his notice. It is dedicated to the Million, and we recommend all who travel upon the Railway to while away the tedium of the ride by a perusal of its pages."—*Conservative Journal*.